

# Transportation 101

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## Moving People and Goods



Spring 2010



# Overall Transportation Funding

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How much is being invested in transportation today?

- In 2006, highway and transit investment nationally totaled \$221 billion from federal, state and local sources
- 2009-11 Washington State Transportation Budget: \$7.53 billion for the biennium
- Combined county, city and transit investment statewide from local sources: over \$3 billion annually

# Other current spending

- ❑ In 2008, Washington citizens spent over \$16 billion on gasoline and diesel fuel.
- ❑ In 2007, new car sales in the state totaled nearly \$14 billion.
- ❑ Washington citizens are spending about 4x as much on transportation as state and local government.



# A Transportation Infrastructure Deficit

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## What is Needed Nationwide?

AASHTO estimates annual modal investment needed:

- Highways and Transit \$187 billion
- Freight Rail (public and private) \$12 billion
- Intercity Passenger Rail \$3.3 billion

FAA estimates \$8-10 billion for Air Traffic Control improvements alone over the next 10 years

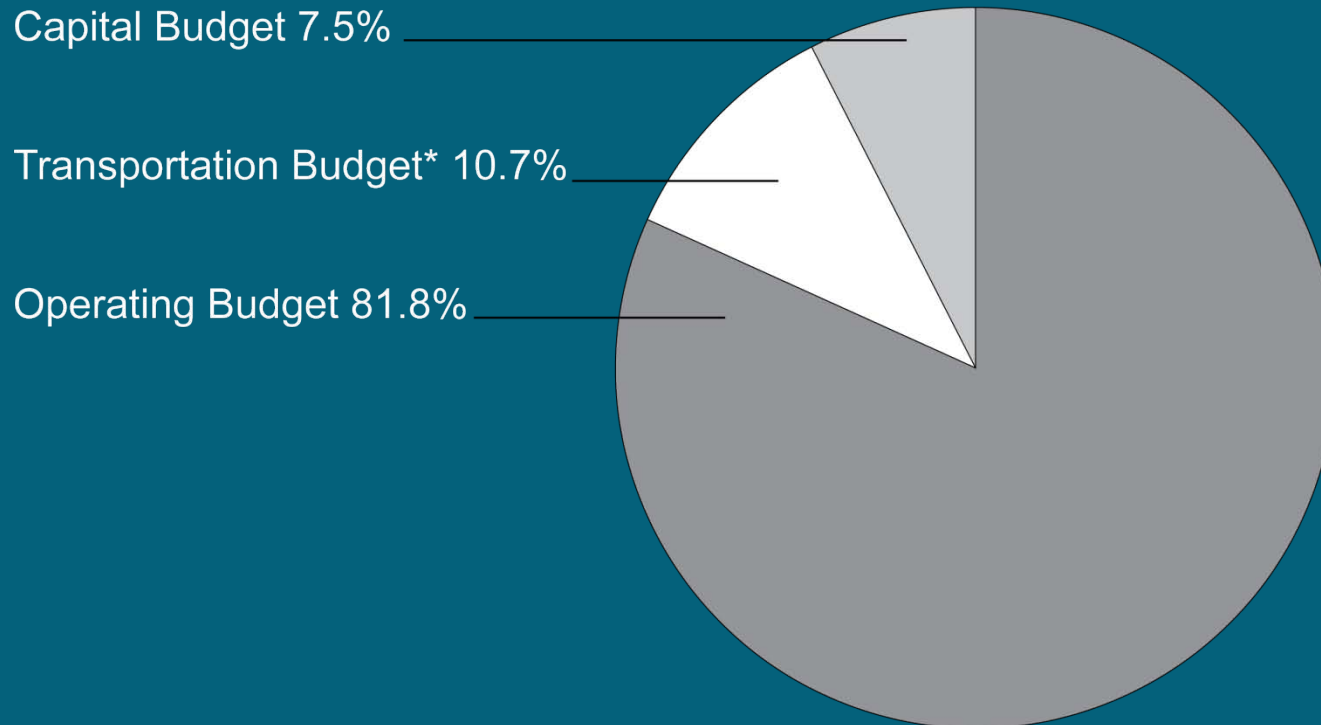
# Washington Transportation Plan

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- ❑ The Pacific Northwest has the same infrastructure challenges as the nation
- ❑ The Washington Transportation Plan (WTP) is a comprehensive 20-year look at statewide transportation needs and investment priorities
- ❑ Addresses all levels of government
- ❑ Looks at private sector needs, investment, and actions

# Transportation Infrastructure is Less Than 11% of the State Budget

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2009-11 State Budget (\$71.8 Billion)

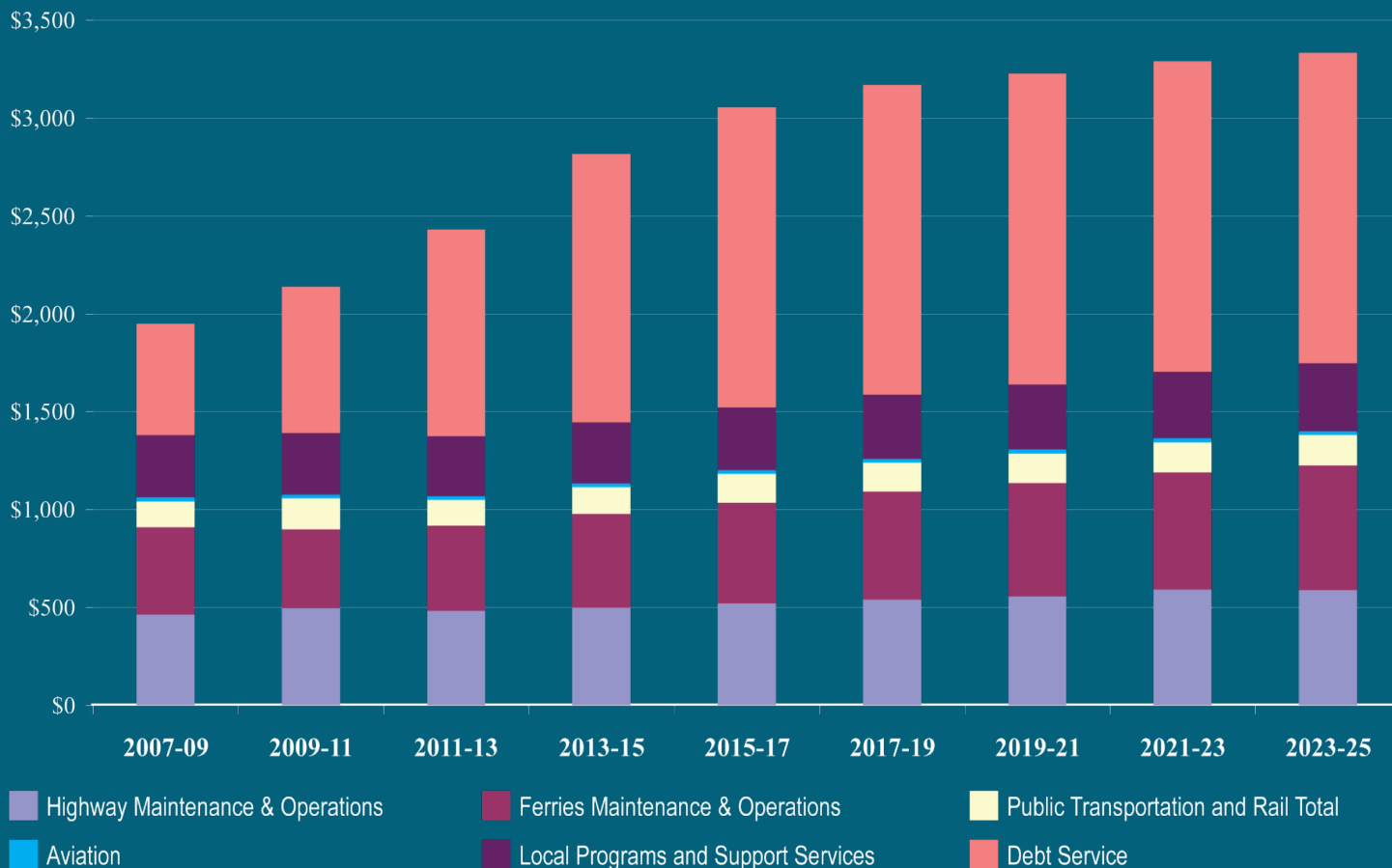
\*The Transportation Budget includes funding for the Washington State Patrol, the Department of Licensing and other transportation agencies

# Debt Service Gets a Growing Share of State Transportation Budget

Figure ES.5

## WSDOT Capital Budget and 16-Year Financial Plan Operating Uses of Funds

Millions of Nominal Dollars

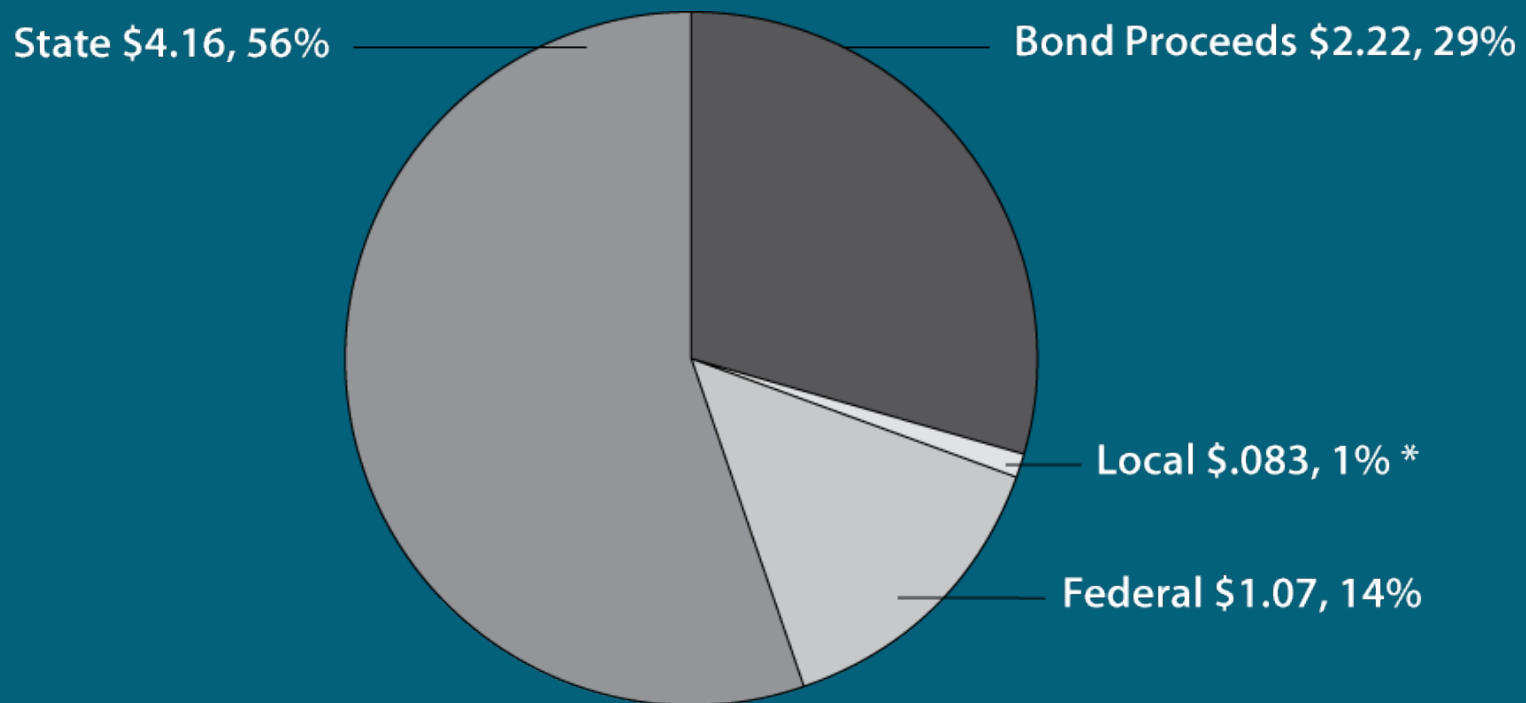


Source: Department of Transportation 2009-11 Transportation Operating Budget as Signed into Law and 16-Year Financial Plan, May 2009

# Where Does Transportation Money Come From?

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## 2007-09 Transportation Budget (in Billions)



\* payments for contracted work



# Major State And Federal Transportation Fund Sources

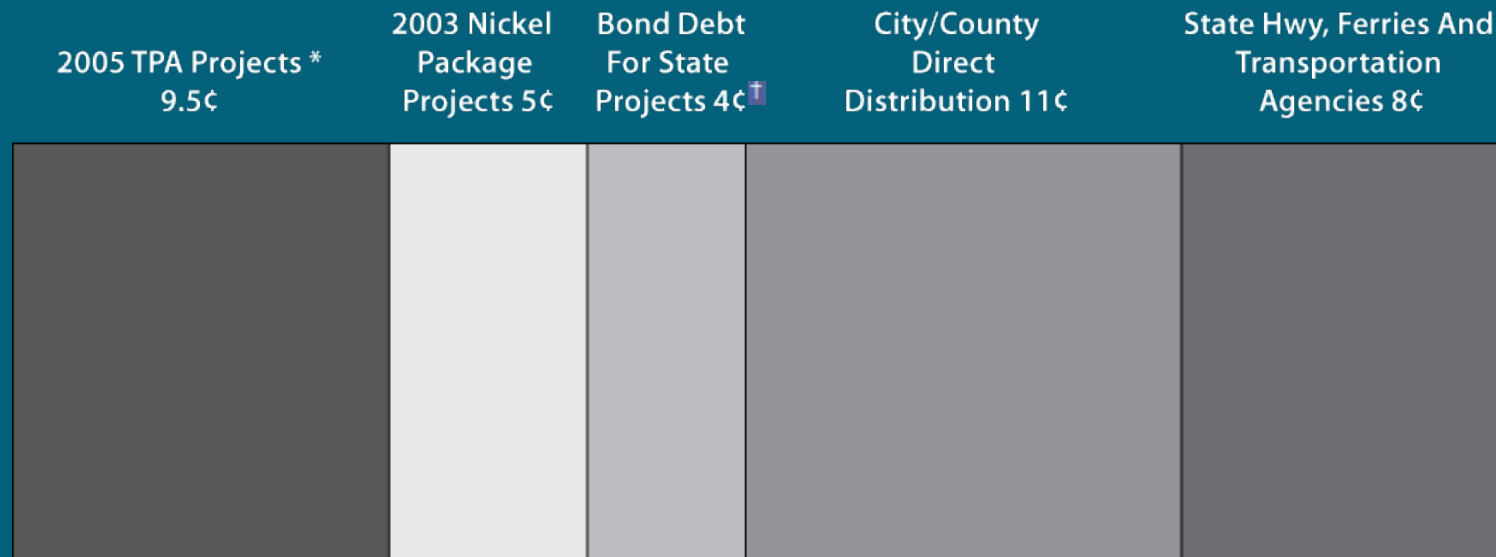
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- ❑ Federal gas tax –18.4¢ per gallon
- ❑ State gas tax – 37.5¢
- ❑ State car and truck weight fees
- ❑ Ferry fares – about 65% of operating costs

# Where Does The State Gas Tax Money Go?

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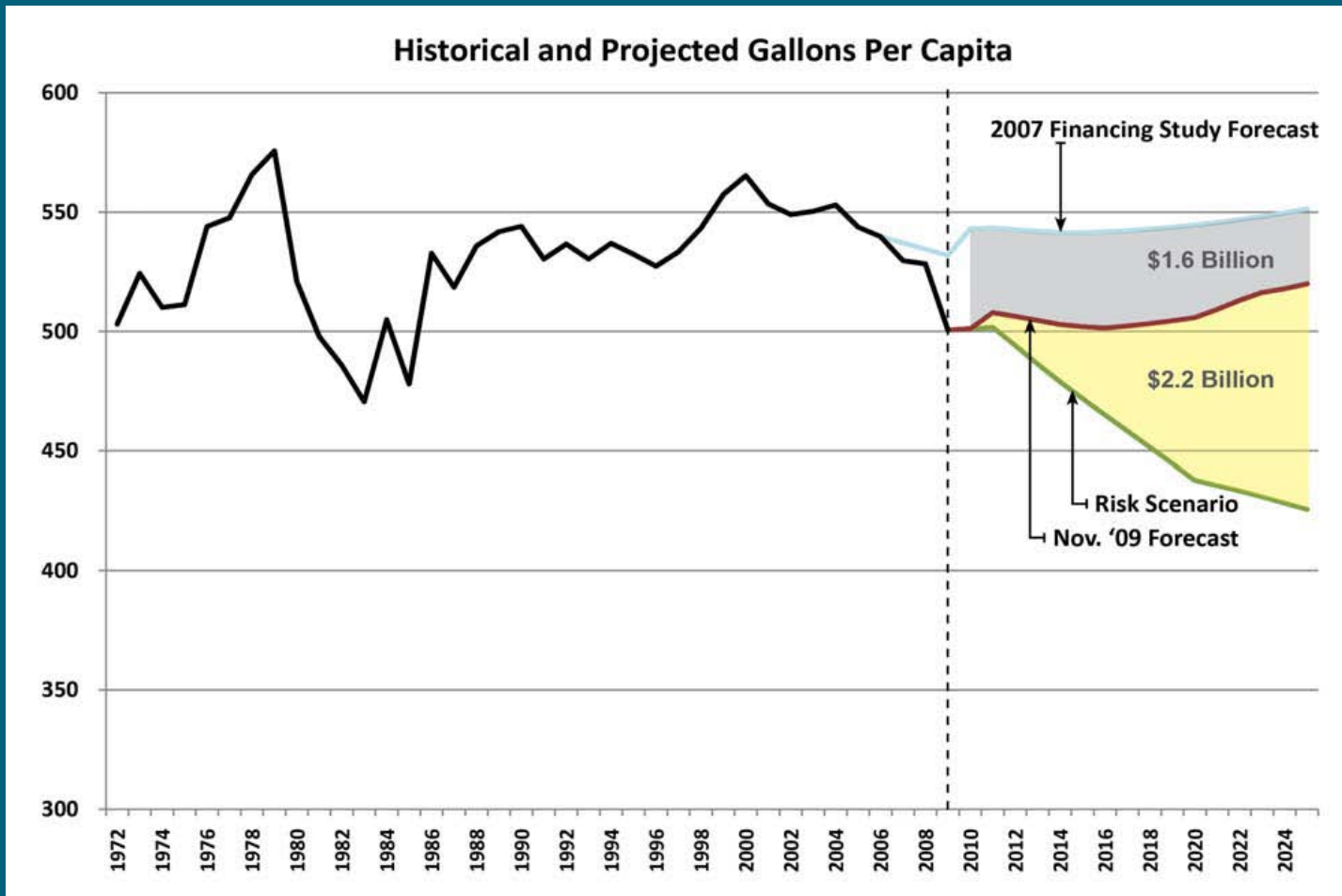


37.5¢ Washington State gas tax (July 1, 2008)

\* 8.5¢ of TPA revenue funds state highway projects; 1¢ goes to counties and cities for road and street improvements

<sup>†</sup> Bond debt for state projects does not include Nickel and TPA projects

# Gas Tax Revenue: An Uncertain Future



# City Transportation

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- Cities and towns have 16,421 miles of streets
- 70% of cities' transportation funding comes from local revenue sources, largely sales tax
- 11% of cities' transportation revenue is federal funds
- 19% of cities' transportation revenue comes from state
  - primarily 2.96¢ of state gas tax
  - grants from Transportation Improvement Board and Freight Mobility Strategic Investment Board

# County Transportation

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- Counties have 39,900 miles of roads in unincorporated areas
- About 62% of counties' transportation funding is locally generated, primarily from the county road share of the property tax
- 11% of counties' transportation revenue is federal funds
- About 27% of counties' transportation funding comes from state revenues
  - 4.92¢ of gas tax
  - grants and distributions from County Road Administration Board
  - grants from Transportation Improvement Board and Freight Mobility Strategic Investment Board

# Transit Agencies

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- **28 operating transit agencies**
- **Most local transit service revenue comes from:**
  - Locally-approved sales tax
  - Fare box receipts
  - Federal grants
- **State money mostly limited to special needs transit and CTR programs**

# Ports

- 75 port districts in 33 of 39 counties
- Ports can engage in both transportation and economic development
  - Marine shipping
  - Airports
  - Industrial infrastructure
  - Marinas
- Port revenue comes from user fees, leases, property tax and federal grants



# Future Needs

The current 2007 - 2026 Washington Transportation Plan identifies a need to invest over \$67 billion over 20 years (2005 dollars) ... most of which is unfunded.

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## Transportation Commission adopted priorities for future investment:

- Preservation
- Safety
- Economic Vitality
- Mobility
- Environmental Quality and Health

## Current Investment Priorities in RCW 47.04.280:

- Preservation
- Safety
- Economic Vitality
- Mobility
- Environment
- Stewardship

\*\*The Transportation Commission assumes that economic vitality is included within the mobility and stewardship goals.



# WTP 2030: The Plan

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WTP 2030 is organized around six statutory policy goals, as defined by the Washington State Legislature:

- ❑ **Preservation:** To maintain, preserve and extend the life and utility of prior investments in transportation systems and services
- ❑ **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system
- ❑ **Economic Vitality:** To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy
- ❑ **Mobility:** To improve the predictable movement of goods and people throughout Washington State
- ❑ **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment
- ❑ **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system



# Goal: Preservation

## Policy Discussion – Key Themes

- **Additional Revenue is Needed to Maintain the Existing Statewide Transportation System.** The key need for preservation is additional funding to ensure that the state can preserve a well maintained and modally diverse transportation system that is financially sustainable.
- **Support for Transit Systems.** Given the priority placed on increasing transportation alternatives, the state should play a larger role in transit, including coordination and inter-city and inter-regional connections.



# Goal: Safety

## Policy Discussion – Key Themes

- ❑ Implement *Target Zero*, Washington State's Strategic Highway Safety Plan.
- ❑ Clarify the State's Role in Emergency Management Response for Transportation Facilities.
- ❑ Improve Rural Road Safety.



# Goal: Mobility

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## Policy Discussion – Key Themes

- ❑ Recognize that regions need different and regionally-appropriate strategies to achieve mobility.
- ❑ Well-connected communities increase mobility options.
- ❑ An aging population may require transportation alternatives.



# Goal: Environment

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## Policy Discussion – Key Themes

- ❑ Reducing transportation-related GHGs will require new strategies and partnerships.
- ❑ Focus on transportation investments that support land use patterns and public health improvement goals that can be served by transit, walking and bicycling facilities.
- ❑ Develop and coordinate strategies to facilitate use of alternative fuels and modes that assist in meeting the state's environmental goals.



# Goal: Stewardship



## Policy Discussion – Key Themes

- A primary objective of stewardship is to ensure accountability to the public that transportation investment delivers good value for the dollar
- Use technology, communications and operational management techniques to optimize the existing system and effectively manage system demand.
- Improve existing partnerships and build new ones.
- Improve connectivity to facilitate travel using multiple modes and between communities.



# What's Different about WTP 2030?

- ❑ Statewide Umbrella Plan
  - Involvement and integration of:*
    - WSDOT long-range plans
    - RTP/MPO, County, City and Transit issues/priorities
- ❑ New State Context & Direction
  - **Revenue needs**
  - Greenhouse gas reduction goals
  - Aging infrastructure across the state
  - Population growth and needs of an aging population
  - Nexus between land use and transportation
- ❑ Evolving Federal Direction
  - Focus on performance outcomes
- ❑ The Plan itself – strategic approach; a succinct, usable document



# Time To Look At New Solutions and Approaches

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- ❑ Technology
- ❑ Innovation
- ❑ Efficiencies
- ❑ Partnerships



# Technology And Efficiency

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**Two toll facilities are currently operating; others are planned or under study:**

**Operating:**

- ❑ Tacoma Narrows Bridge
- ❑ SR 167 High Occupancy Toll (HOT) Lanes Pilot Project

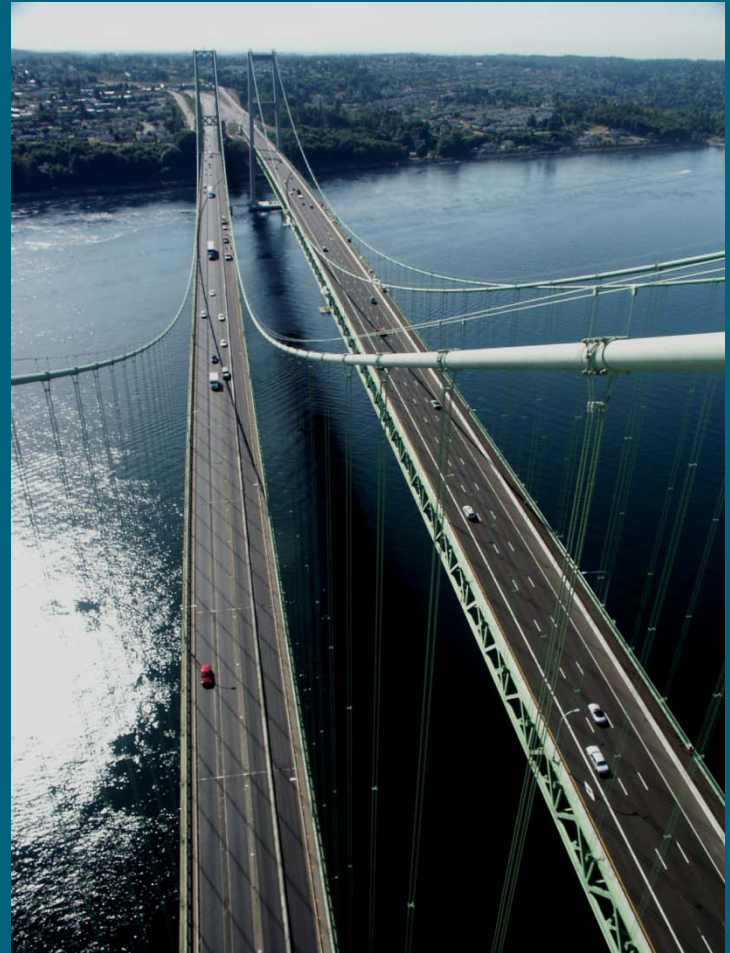
**Planned:**

- ❑ SR 520 Bridge across Lake Washington
- ❑ SR 99 Bored Tunnel under Seattle

# When To Use Tolling:

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- ❑ To help pay for construction
- ❑ To optimize system performance, such as with an HOV/Tolled Express Lane
- ❑ Doesn't divert traffic to other routes



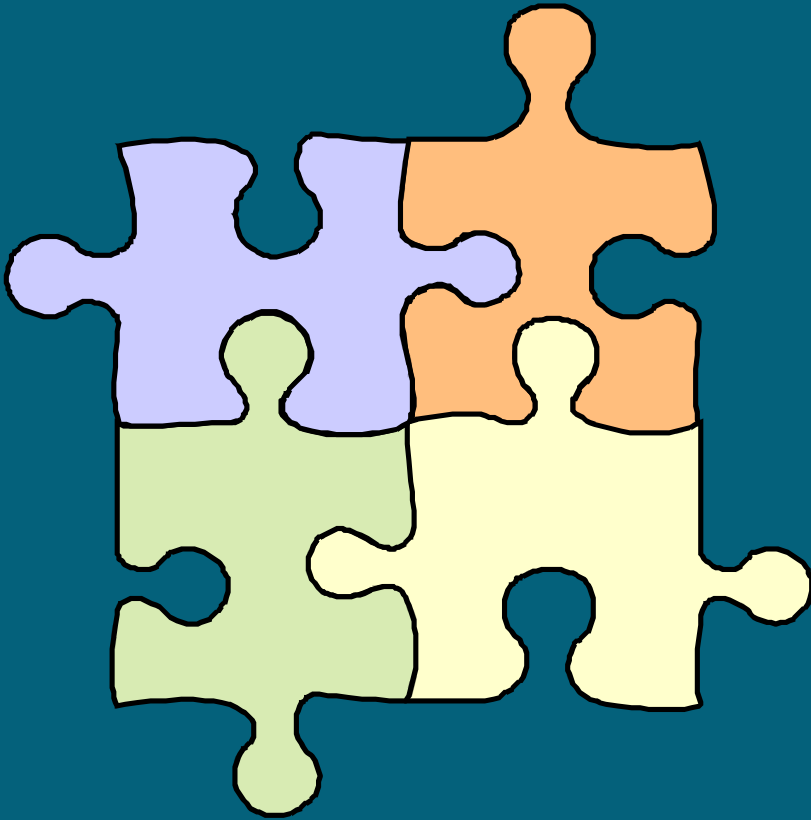
# Technology and Innovation

- ❑ Manage traffic flow
- ❑ Provide information on alternative routes
- ❑ Examine road use charges based on time, place and distance
- ❑ High Speed Rail?
- ❑ New toll-option Corridors?



# Partnerships

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Stronger and more consistent partnerships among levels of government, and between governments and the private sector, are needed to develop and deliver transportation improvements and operations.

# Innovation And Partnerships



Moving your perishables on the right track.

## Railex

Shipping perishable produce  
cross-country in 4 to 5 days





# Examples Of Partnerships

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- ❑ Port of Tacoma, Fife and I-5 improvements
- ❑ The Grape Line
- ❑ Columbia River Crossing



# Key Info on WTP 2030

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- ❑ Social Media
  - WTP 2030 blog on-line; twitter, Facebook and flickr
- ❑ Draft Plan Release: July 2010
- ❑ Regional Listening Sessions (September 2010)
  - Partner with regional and local agencies to get broad public input
  - September Session planned with the **Farmhouse Gang**
- ❑ Final Plan Adopted: December 2010

Add your thoughts at <http://wtp2030.wordpress.com/>

# The End. Thank you!

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